

**LEGISLATIVE SERVICES AGENCY
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

301 State House
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FISCAL IMPACT STATEMENT

LS 6114
BILL NUMBER: SB 4

DATE PREPARED: Oct 23, 2000
BILL AMENDED:

SUBJECT: Automated traffic law enforcement systems.

FISCAL ANALYST: James Sperlik
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FUNDS AFFECTED: GENERAL
DEDICATED
FEDERAL

IMPACT: Local

Summary of Legislation: This bill relocates the definition of "traffic control device" for purposes of the motor vehicle code. It defines "automated traffic law enforcement system" as a device that has one or more motor vehicle sensors working in conjunction with a traffic control signal with steady red indication or illuminated flashing red light and that produces a photographically recorded image of a motor vehicle proceeding through an intersection. The bill also defines "traffic control signal". It allows a local authority to adopt and enforce an ordinance under which the owner of a motor vehicle commits a violation when an automated traffic law enforcement system produces a recorded image of the motor vehicle proceeding through the intersection contrary to the requirement to stop at a red light. The bill establishes certain defenses that may be raised in a proceeding to enforce an ordinance concerning automated traffic law enforcement systems. It makes conforming changes.

Effective Date: July 1, 2001.

Explanation of State Expenditures:

Explanation of State Revenues:

Explanation of Local Expenditures: The specific fiscal impact of this enabling legislation will depend upon the type of program implemented and the extent to which the local unit is required to purchase and maintain the equipment, along with the anticipated revenue stream. For example, the City of New York has a program which utilizes cameras to record violations of motorists proceeding through the intersection; contrary to the requirement to stop at a red light. This type of program is commonly referred to as a "Red Light Running program". In this program, the City of New York has

contracted with Electronic Data Systems (EDS) who supplies and maintains the system. For this, EDS receives a portion of each fine assessed from the Red Light Running program. The City of New York receives the rest. Potential costs include the red light camera and sensors. The Federal Highway Administration (FHWA) estimates that a red light camera costs approximately \$50,000. Installation and sensors cost about \$5,000.

Explanation of Local Revenues: See Explanation of Local Expenditures, above.

State Agencies Affected:

Local Agencies Affected: Those units who participate in the red light running program.

Information Sources: John R. Di Lavore, Director Red Light Camera Study Program, City of New York, 718-786-2233; Federal Highway Administration Web page.